

AMENDMENTS TO THE SPECIFICATION

Please delete the heading between ¶¶ [0009] and [0010] (*i.e.*, the heading on page 3, line 4) as follows

~~SUMMARY OF THE INVENTION~~

Please replace ¶¶ [0011] – [0012] with the following:

[0011] When ~~a time~~ the time required up to synchronization is short, the stroke or movement of the hydraulic actuating member lags behind the synchronizing timing of the engagement-side friction engaging element, ~~having such that~~ the engagement-side friction engaging element is engaged after synchronization, *i.e.* after overshooting synchronization. Such engagement lag leads to an occurrence of ~~shock of the drive system~~ shock. On the other hand, when ~~a time~~ the time required up to synchronization is long, the stroke of the hydraulic actuating member advances with respect to the synchronizing timing of the engagement-side friction engaging element, ~~having such that~~ the engagement-side friction engaging element is engaged before synchronization. Such engagement advance also leads to an occurrence of ~~the drive~~ drive system shock, thereby providing a vehicle ejecting feel to the driver.

SUMMARY

[0012] ~~It is, therefore, an~~ An object of the present invention to provide a system and method of controlling an automatic transmission for motor vehicles, which allows, during lift-foot upshift, smooth engagement of the engagement-side friction engaging element in accordance with the vehicle velocity.

Please replace ¶ [0036] with the following:

[0036] The internal gear 21 of the first planetary-gear set 12 and the pinion carrier 16 of the second planetary-gear set 13, and the pinion carrier 24 of the first planetary-gear set 12 and an internal gear 25 of the second planetary-gear set 13 are coupled to each other for unitary rotation. Referring to FIG. 4, a hydraulic control circuit of the friction engaging elements comprises a second solenoid valve, e.g. second clutch 71, for controlling 71 that controls the supply/discharge of the hydraulic pressure to/from the friction engaging element, e.g. second clutch 17. The second solenoid valve 71 includes a normally-open two-position selector valve, having three ports 71a, 71b, 71c.

Please replace ¶ [0043] with the following:

[0043] ~~With the automatic~~ With the automatic transmission 2 comprising transmission main body 4 constructed as described above, when the vehicle cruises with the shift lever selected at the automatic shift mode in the drive range, the friction engaging elements such as the first, second, and third clutches 15, 17, 19 and the first and second brakes 22, 23 are duty-controlled by the respective solenoid valves in accordance with the vehicle velocity V sensed by the vehicle-velocity sensor 7 and the throttle opening θ_{TH} sensed by the throttle sensor 8 as described above, automatically achieving any of the gears based on a combination of engagement and disengagement shown in Table 1.